LOCAL OPERATING PROCEDURES

KABUL INTERNATIONAL AIRPORT

(LOP KAIA)

EFFECTIVE **10 MARCH 2005**

CURRENT UNTIL NEXT DATE OF ISSUE

Consult NOTAMs and OPS orders for latest information

HQ ISAF

TO: See distribution

All addressees are requested to distribute this LOP to respective subunits at their own discretion.

Requested changes are to be forwarded to HQ ISAF Chief Air Division Kabul.

Distribution:

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MoT GOA
ICAO Kabul
FIC Afghanistan
Bagram Approach Control (AFCAP)
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Intent:

These Local Operating Procedures (LOP) comprise procedural arrangements concerning the multinational operation of Kabul International Airport (KAIA) with the Ministry of Transportation (MoT) of the Government of Afghanistan (GOA) and the Airspace Control Authority (ACA) designated by the Combined Forces Air Component Commander (CFACC) in order to facilitate a safe, smooth and timely flow of air traffic and air transport operations, as ordered with ref. B.

Scope:

This LOP comes into effect upon issue. It supersedes the LOP KAIA, dated 02 March 2004, ATC Operating Procedures for Kabul Airfield (Version 17), dated 12 June 2003 and all local Operational Orders issued at KAIA prior to 1 June 2004.

This LOP **applies to all users** of KAIA who operate aircraft to and from KAIA or within the Kabul Control Zone (CTR).

Amendments:

Commander KAIA (COM KAIA) may amend this LOP at any time in writing. COM KAIA will ensure that any amendments are coordinated through flight safety meetings on a regular basis.

(originally signed)

Col Kazım ÖNDÜL
Commander KAIA Multinational Force NATO/ISAF
Kabul International Airport, Afghanistan

1. Responsibilities

1.1. General

Kabul International Airport belongs to the MoT, which operates KAIA. It is supported by the Troop Contributing Nations (TCNs). **COM KAIA**, under the command of COM ISAF, **operates the military component of KAIA**, assists the Afghan authorities in operating KAIA, and also assumes Air Traffic Control Authority in KABUL Control Zone (CTR).

1.2. Security

The Afghan authorities retain responsibility for their respective Areas of Responsibilities (AOR). Inside ISAF AOR **non-ISAF personnel are not admitted**; however, ISAF-employees or guests on official business including personnel working at the airport for the Afghan Armed Forces or other governmental institutions will be permitted entry. Furthermore ISAF Rules of Engagement (ROE) are to apply, including authorization to use firearms. The same rules are to apply on KAIA outside the ISAF AOR, where ISAF or ISAF-chartered aircraft are being operated and/or parked.

For ISAF AOR at KAIA see Annex A.

1.3. Air Traffic Control

By authority of the MoT of the GOA, the CFACC has designated the ACA as the responsible agency for Kabul FIR until further notice (see reference D). Within Kabul CTR, ACA lies with ISAF, while **ATC service is provided by Kabul ATC Tower**. COM KAIA is responsible for running an adequate ATC service at KAIA.

2. General Overview

For general aeronautical information see Annex B.

For aerodrome layout see Annex C.

2.1. Control Zone (CTR)

Controlled Airspace - Kabul CTR - is established around the Kabul Airfield as **class D airspace**. The airspace extends to a **10 NM radius** from the geographical center of the airport, vertically from the **surface** up **to**, but not including **12000 ft** mean sea level (MSL). This airspace lies within and under Bagram Approach Control's airspace. **Kabul airfield operates under VFR and IFR. IFR flights might be authorized within the Kabul CTR only on pilot request.**

Class D airspace is established in conjunction with airports with operating control towers, but Kabul CTR is not serviced by radar. To operate in Class D airspace, all aircraft must have at least one serviceable Mode 3/A/C transponder, maintain two-way radio communications with ATC, and comply with ATC instructions. **VFR traffic separation and wake turbulence separation will not be applied by ATC. Pilots are wholly responsible for separation from aircraft, terrain and are to apply their own wake turbulence separation.** ATC may pass traffic information to VFR flights of other VFR flights, duties and time permitting.

For airspace structure see Annex D.

2.2. Danger Areas within Kabul CTR

Ranges for live-firing have been established and are operated by Afghan and Coalition Forces.

De-mining, demolition of unexploded ordnance (UXO) and explosive ordnance disposal (EOD) are in progress in the region. Therefore specified **EOD areas** have been created.

3 ROZs are established over Kabul city (Presidential Palace, US Embassy, Kabul Compound) 1 km radius from 0 to 8000ft AMSL

Location, altitude, and time of activity of the ranges and EOD areas are published by NOTAMs. It is the **responsibility of all pilots** to check all NOTAMs, and Danger Area activity in the area prior to flight.

For danger areas and ROZs see Annex E.

Military Camps have been established in Kabul.

For Military Camps see Annex F.

There are specific areas at Kabul airfield used for storage of hazardous materials such as fuel, ammunition etc. Therefore **NO FLY areas** have been created at the Kabul Airfield.

For NO FLY areas at Kabul airfield see Annex G.

Overflight of Military Camps and NO FLY areas is PROHIBITED.

3. Flight Operations

3.1. General

3.1.1 Airport Closure

COM KAIA has the **Only Responsibility** to close Kabul International Airport for all, or designated air traffic. In this case KAIA will publish the closure time, and air traffic involved in NOTAM in advance.

FSO and ATC is allowed to close the airport temporally for safety, or traffic overload reason. In this case the ATC shall inform immediately Air Ops, and adjacent ATC facilities (Bagram Approach, FIC, ACC).

ATC are allowed to restrict temporally the operation of the airport during bad weather conditions (ceiling and visibility close to the SVFR minima), when conditions are going below the SVFR minima. ATC shall have correct METEO information (forecast, PIREP, tower observation, METEO reports) to decide the restriction interval. If the reports show the time interval is over 30 minutes, the ATC shall advise for COM KAIA to close the airport for whether condition thru AIR OPS. ATC shall advise the restrictions, and airport closure to adjacent ATC facilities (Bagram Approach, FIC, ACC).

COM KAIA might delegate the right of airport closure for weather condition to ATC. At this case ATC shall advise immediately the fact of closure to COM KAIA thru AIR OPS, and the adjacent ATC facilities (Bagram Approach, FIC, ACC).

The **AIR OPS** shall initiate a NOTAM procedure for airport closure.

3.1.2 NOTAM Information

Operators/Aircrews shall check all current NOTAMs issued by ACA regarding flight operations in the Kabul CTR. Kabul International Airport will publish its NOTAMs through Ramstein AB, GE.

Slot approvals do not override NOTAM information and it is the **aircrew's responsibility** to check all NOTAMs prior to flight!

3.1.3 Flight Rules

Flights shall be carried out in accordance with the Visual Flight Rules (VFR). All aircraft are to remain in Visual Meteorological Conditions (VMC) in terms of weather and visibility as defined by ICAO until the pilot is request IFR. **It is the responsibility of all pilots to see and avoid other aircraft and to maintain safe terrain/obstacle clearance at all times.** As there is no radar service at Kabul, ATC is not responsible for separating or sequencing aircraft within Kabul CTR.

All instructions from Kabul ATC are to be acknowledged and are mandatory unless the aircraft captain feels that an instruction would endanger his aircraft or the passengers. The aircraft captain is responsible for his own terrain clearance at all times as well as for his traffic separation against other aircraft irrespective of ATC instructions.

Note: In addition to the above, controllers will, subject to workload, provide pilots with information concerning collision hazards to aircraft operating within the Kabul CTR when self-evident information from any source indicates that a risk of collision may exist. It is accepted that this information may be incomplete and the controller cannot assume responsibility for its issuance at any time or for its accuracy.

All civilian aircraft are restricted to daytime VFR while operating within the Kabul CTR until the pilot request IFR.

All military aircraft operating under an ISAF callsign may maneuver during hours of darkness. Landings after sunset will be restricted to qualified NVG crews. Take-offs are at the discretion and training of the crew after all risk assessment has been done.

3.1.4 Altimeter Setting Procedures

Altimeter pressure setting to be used for flight within the Kabul FIR is the standard altimeter pressure setting of 1013 HPas or 29.92 INS. For flights within the Kabul CTR the airfield QNH is to be used. **All aircraft are to fly within the Kabul CTR using the current Kabul QNH.** Kabul Control Tower will provide aircraft with the current airfield QNH (altimeter setting).

3.1.5 Altimeter Temperature Error Correction

Kabul ATC Tower will not make any allowance for altimeter temperature errors. Any altimeter temperature error corrections remain the sole responsibility of the pilot of the aircraft.

3.1.6 Flight Plan Procedure

Operators/Aircrews shall file an ICAO flight plan for all planned arrivals and departures from KAIA.

All aircraft captains are to receive Slot Time approval from the Regional Air Movement Coordination Center (RAMCC) prior to any flight to or from KAIA.

3.1.7 Prior Permission Request

All aircraft captains are to receive Prior Permission Request (PPR) approval from the Regional Air Movement Coordination Center (RAMCC) prior to any flight to or from KAIA.

ISAF Aircraft

The Allied Movement Coordination Center ISAF (AMCC ISAF) will coordinate all ISAF aircraft movements into and out of the Kabul FIR. The AMCC will act on behalf of the ISAF Troop Contributing Nations (TCNs) – including commercial operators deployed by ISAF TCNs – and will coordinate and bid for slots through the RAMCC. TCNs are to request a slot via AMCC. Requesters will be notified of slot confirmation by the AMCC. Any amendments to allocated slots are to be negotiated direct with the AMCC prior to departure.

Non-ISAF Aircraft

All non-ISAF aircraft are to request a slot via RAMCC. Aircraft captains are to conform to the issued slot times and amendments are to be negotiated with RAMCC prior to departure. Kabul operating authorities are not to negotiate on the aircraft's behalf.

3.1.8 Slot Procedures

RAMCC is to ensure safe and efficient air transport operations by assigning arrival and departure slot times for all civil, military and coalition aircraft.

To effectively slot the air traffic, the following slot time system is used at Kabul:

Slot times are valid **for departures -30/+30 minutes, for arrivals –30/+30 minutes** from the scheduled times. This means that the aircraft must arrive and depart within these timeframe if there is no valid reason (emergency, SVFR procedures are in effect, mission priorities, weather etc.) to differ. Crewmembers can request the new slot from ATC.

Scheduled arrivals are slotted every 10 minutes starting on the hour (i.e. xx.**00**, xx.**10**, xx.**20**, xx.**30**, xx.**40**, xx.**50**).

Scheduled departures are slotted every 10 minutes starting at 04 minutes of the hour (i.e. xx.**04**, xx.**14**, xx.**24**, xx.**34**, xx.**44**, xx.**54**).

The xx.**07**, xx.**17**, xx.**27**, xx.**37**, xx.**47**, xx.**57** minute **slots** are to be used by the Ops staff only and are **reserved for delayed aircraft** on the day of the flight (weather, maintenance, etc.).

Clearance to land and depart the airport shall be issued by KABUL TOWER. Issuance of a slot time does not encompass any aircraft servicing, ground handling, or other aircrew requirements, nor does it imply air traffic control separation, weather conditions, or threat assessment. All flights shall have sufficient fuel and maintenance support to meet their scheduled arrival and departure times. Aircrews should be prepared for minimal ground times. Aircrews need to consider adequate fuel for potential ground/air delays due to unforeseen events.

Operators shall contact the RAMCC for any changes to slot times, if the changes are more than 30 minutes, and happened prior to departure of aircraft!

Overdue aircraft procedures are initiated for arriving aircraft **that are more than 30 minutes late**. Cancelled flights that are not reported to the RAMCC cause unnecessary activation of limited Search and Rescue resources. Operators violating these procedures may face denial of future requests for slot times.

For slot request procedures refer to Reference D.

Note: All times used is Coordinated Universal Time (UTC).

3.2. ATC Agencies and Frequencies

	VHF	UHF	
KABUL TOWER	**118.100**	284.275	
KABUL GROUND	**120.300**	none	
BAGRAM APPROACH	133.350	379.300	
Emergency (Guard)	121.500	243.000	Continuously monitored

Note: Primary frequencies used are VHF frequencies.

3.3. Weather Minima

VFR weather Minima within Kabul CTR is **5 KM Visibility, 1500 ft Ceiling, the IFR is 5700 m visibility and 1200 ft ceiling**. Take-off minima for **IFR** aircraft is **500 m** visibility. **Below VFR Minima** all aircraft shall obtain a clearance from KABUL TOWER and make a request for a **Special VFR** flight. According to Reference D, Kabul Control Tower is allowed to give a clearance for **one FW SVFR flight within the Kabul CTR at a time**. ATC are permitted to differ from this rule IAW 5.5. The UAVs are not counted as FW aircraft.

During SVFR operations, arriving and departing FW aircraft could expect long delays (up to 30 minutes). FW Aircraft are **not permitted** to shut down engines on taxiways or at holding points unless an unambiguous clearance to do so has been given by ATC.

Arriving FW aircraft shall remain outside the CTR until such time that KABUL TOWER issues a clearance to enter the airspace.

Requests for SVFR flights will only be approved by ATC for civilian and military aircraft when the reported Met observation gives a cloud ceiling and visibility of not less than:

for fixed wing aircraft	**1500 ft**	**1.5 KM**
for helicopters	**500 ft**	**0.8 KM**

3.3.1 Aircraft operations below minima

If **aircraft/helicopters** are intended to continue their maneuvers to land or take-off during the **restricted operation of airport for weather condition** (3.1.1), **ATC** are **not allowed** to issue any **clearances**, or **control instructions**, only **information** about **weather, CTR, RWY conditions**. **ATC shall call** the **attention** of the **aircrew** for **unsafe weather conditions**.

In case KAIA airfield is closed due to weather (**3.1.1**), only **Emergency Aircraft allowed landing with pilot discretion**. For the **mission aircraft**, the **JOC** will order a mission release after consultation with the **aircraft captain**. A very careful balance will be made between risks and benefits. **COM KAIA** will be informed through KAIA Air Ops about the **JOC** decision. **The aircraft captain, even when KAIA is open by weather, will always be the last authority to decide on a go no go for the mission. ATC** are **not allowed** to issue any **clearances**, or **control instructions**, only **information** about **weather, CTR, RWY conditions**. **ATC shall call** the **attention** of the a**ircrew** for **unsafe weather conditions**.

3.4. Missed Approach Procedure

If the pilot has to conduct a go-around for any reason, he is to inform ATC on the go-around and comply with ATC instructions.

In case of missed approach the pilot shall request to join the aerodrome traffic circuit again or to fallow IFR MAP. Aircraft of wake turbulence category “Heavy” shall avoid the overflight of Kabul City.

If a pilot is unable to land, he may be instructed to leave Kabul CTR, contact BAGRAM APPROACH, and divert to an alternate aerodrome. Kabul ATC Tower will inform KAIA OPS and Bagram Approach Control.

3.5. Reduced Runway Separation

In general, clearance to land may be issued when the preceding landing aircraft has vacated the runway. A reduction of this separation is permitted if:

1. VMC prevails.
2. The braking action is not adversely affected by any runway contamination (e.g. slush, water, etc.).
3. **Traffic information of the preceding aircraft has been given** to the succeeding aircraft.

A landing aircraft shall be controlled in such way that to ensure it will only cross the approach end of the runway, when:

1. If the succeeding aircraft is a **jet aircraft**:

RWY 29

The preceding departing aircraft is airborne and **has passed** taxiway-intersection **C** or the preceding landing aircraft **has passed** taxiway-intersection **C** and is in motion.

RWY 11

The preceding departing aircraft is airborne and **has passed** taxiway-intersection **F** or the preceding landing aircraft **has passed** taxiway-intersection **F** and is in motion.

2. If the succeeding aircraft is a **propeller-driven aircraft**:

RWY 29

The preceding departing aircraft is airborne and has passed taxiway-intersection **E** or the preceding landing aircraft has passed taxiway-intersection **E** and is in motion.

RWY 11

The preceding departing aircraft is airborne and **has passed** taxiway-intersection **D** or the preceding landing aircraft **has passed** taxiway-intersection **D** and is in motion.

3.6. Radio Failure Procedures

Aircraft suffering a radio failure are to comply with the following procedures:

Maintain VFR separation against all traffic, obstacles, terrain, and hazards.

Prior to entering the Kabul CTR

If no two-way communications have been achieved before entering, the aircraft is to remain outside the CTR and is not to make an approach into Kabul Airfield.

After entering the Kabul CTR approaching the airfield

Squawk 7600 and make attempts to contact Kabul ATC on any of the published frequencies or on frequency 121.5.

Whilst on the approach before a landing clearance is given

Continue approaching the airfield for runway in use. Fly over the airfield on runway heading between the runway and parallel taxiway (south of the runway) at 500' AGL with gear down, showing landing lights and flashing all other available lights. After conducting the overflight, make a turn to the south for a closed traffic circuit at, or above, 1000' AGL. Aircraft of wake turbulence category "Heavy" shall, whenever possible, avoid overflight of Kabul City. Having ensured that the runway is clear, pilots may elect to land at their own discretion but must be prepared to initiate a go around due to conflicting traffic or a blocked runway. After landing, the aircraft is to vacate the runway at the end and to the south side, then stop and wait for Follow-Me vehicle guidance.

After a landing clearance has been issued

The aircraft is to continue in accordance with the clearance and, if appropriate, land, taxi off south side at the end of the runway, then stop and wait for Follow-Me vehicle guidance.

Whilst taxiing out for departure

Whilst on the taxiway, the aircraft is to stop, hold current position on the taxiway, expect to return to parking position, keep engines running, and wait for Follow-Me vehicle guidance.

When lined up for departure

When lined up on the runway, the aircraft is to taxi down the runway, vacate at the earliest opportunity, then stop on the taxiway, and wait for Follow-Me vehicle guidance.

Note: After vacating the runway and waiting for the Follow-Me, Captains are to be aware that the Follow-Me vehicle may be civilian or military.

Light Gun signals

Signals					Aircraft	
					in flight	on the ground
Steady green					Cleared to land	Cleared for take-off
Steady red					Give way to other aircraft and continue circling	Stop
Series	**of**	**green**	**flashes**		Return for landing*	Cleared to taxi
Series	**of**	**red**	**flashes**		Aerodrome unsafe, do not land	Taxi clear of landing area in use
Series	**of**	**white**	**flashes**		Land at this aerodrome and proceed to apron*	Return to starting point on the aerodrome
*Clearances to land and to taxi will be given in due course.						

Acknowledgement by an aircraft

a) *When in flight:*

1) during the hours of daylight:

- by rocking the aircraft's wings;

Note. - This signal should not be expected on the base and final legs of the approach.

2) during the hours of darkness:

- by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

b) *When on the ground:*

1) during the hours of daylight:

- by moving the aircraft's ailerons or rudder;

2) during the hours of darkness:

- by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

4. Ground Operations

4.1. Taxi Procedures

All aircraft shall adhere to ATC and Follow-Me/marshaller taxiing instructions.

All ISAF and military aircraft, including commercial operators deployed by ISAF TCNs, are to expect Follow-Me, or Marshaller guidance for taxi to parking. ATC are allowed to instruct the aircraft to taxi inbound the military aprons (Apron2, Apron1, TWY"H", TWY"G") till TWY"K" (apron2) or TWY"L".

Aircraft/helicopters are not authorized to enter Apron 2 (ISAF ramp) without Follow-Me or Marshaller guidance. With prior coordination with Cross Servicing Team, ATC is allowed to instruct the aircraft to taxi in TWY"K" or TWY"L".

The main (parallel) taxiway from intersection **K to J** is **closed** for all take-offs, landings and hovering of Helicopters. Taxiways between intersections **F-J, G-H and L-A** are still **open** for take-offs and landings of Helicopters. No air-taxi allowed on the main (parallel) taxiway between intersections L and J. Only KAIA station based helicopters are allowed to air-taxi on the main (parallel) taxiway between intersections L and J.

Apron 2 is closed for all landings, take-offs, hovering, and air-taxi of Helicopters. No Helicopters armed with external stores are allowed on Apron 2.

Pilots should be aware that the taxiways and aprons are used for pedestrian and vehicle traffic as well and not all vehicles are under the control of the ATC tower.

There is a Combined Air Terminal Operations (CATO) area south of the parallel taxiway abeam taxiway F (foxtrot). Therefore jet aircraft with clearance to taxi to runway 29 via F shall hold short of F on the parallel (main) taxiway in order not to expose the people, vehicles working and the cargo stored at the area to jet blast. Holding short of F, aircraft are to contact KABUL TOWER and request line-up clearance from that position.

4.2. Passenger Drop-off/Pick-up procedures

Aircraft/helicopters for passenger drop-off/pick-up are not allowed to stay on Apron 2 (ISAF ramp) with running engines longer than 6 minutes. If the operation cannot be completed within this period of time, the aircrew shall shut down the engines. When the ground time is estimated to be more than 6 minutes, the pilot is to inform ATC and park in accordance with Follow-Me instructions.

When a helicopter intending to drop-off or pick-up passengers is escorted by other helicopter(s), the escort helicopter(s) is not to enter Apron 2, but wait for Follow-Me guidance and park at H (hotel) under Follow-Me guidance.

4.3. Vehicle and Pedestrian Traffic

All taxiways are used by **vehicle and pedestrian** traffic that **may not be in direct radio or phone (IVSN: 3109, 3142 Mobile: 079 513 109, 079 513 142) contact with the ATC tower**. During ground operations all users have to be aware of possible conflicting traffic at any time. Pedestrians and vehicle drivers **must give right** of way to taxiing aircraft.

The drivers of vehicles and pedestrians **without two-way radio contact** with the control tower, or during **radio failure shall watch** at the tower for **Light Gun signals** are:

Signals					Meanings
Green	**flashes**				Permission to cross landing area or to move onto taxiway
Steady red					Stop
Red	**flashes**				Move off the landing area or taxiway and watch out for aircraft
White	**flashes**				Vacate maneuvering area in accordance with local instructions

Vehicles proceeding on the taxiways with an aircraft taxiing in opposite direction, must clear the taxiway so that the aircraft can taxi unimpeded. Vehicles, proceeding on the taxiways behind a taxiing aircraft must maintain a safe distance behind the aircraft and be ready to brake immediately should the situation dictate.

Vehicle speed limits on the: ramps 20 KPH
taxiways 40 KPH
runway 60 KPH

Vehicles/drivers endangering any aircraft will be reported to the Flight Safety Officer (FSO) who will take the necessary disciplinary measures.

Vehicles operating on maneuvering area shall call the ATC tower to request permission to enter and proceed on the taxiways via radio or phone (IVSN: 3109, Mobile: 079 513 109). Vehicles must **NOT** enter the runway until an **unambiguous clearance** for proceeding onto the runway is given by ”TOWER” via radio. After the termination of the requested work on the runway vehicles must exit the runway using the shortest route. After exiting the runway vehicles shall inform ATC immediately that they are off the runway and they must stay away from it.

Vehicles that do not have a radio or phone (IVSN: 3109, Mobile: 079 513 109) to contact the ATC tower must have guidance from a vehicle that is able to contact the tower to request permission to proceed onto the maneuvering area. Vehicles with no radio or phone (IVSN: 3109, 3142 Mobile: 079 513 109, 079 513 142) must **always** follow the vehicle guiding them.

In order to decrease the workload of ATC personnel and clear the ground movement control frequency as much as possible, **only authorized personnel of the Cross-servicing team (Follow-Me cars) and ATC staff are allowed** to enter, proceed and stay on the taxiways while it is necessary to complete their work.

In order to ensure safe vehicle procedures on the aerodrome maneuvering area, all drivers, who need to work or proceed on the taxiways or on the runway, must be properly prepared and briefed on the traffic rules of the maneuvering area. The FSO has to organize briefings regarding this issue on a regular basis. All drivers must attend these briefings at least once a month to maintain their proficiency in aerodrome vehicle procedures and get certification from the FSO. Those who have no certification for driving on the maneuvering area are **NOT authorized** to drive any vehicles on the aerodrome maneuvering areas.

4.4. Off-load Procedure for Aircraft Antonov AN-124

Antonov AN-124 arriving with an ISAF callsign will be parked and offloaded on taxiway H.

Antonov AN-124 arriving, not flying within the scope of ISAF, can expect to park at C, D, E or P. The pilot shall advise ATC about the intended offload procedure (i.e. front offload or back offload). Accordingly KABUL GROUND will issue taxi instructions so that the offload is carried out from the south. When offload is from front, the nose of the aircraft is to face to the South. When offload is from back, the tail of the aircraft is to face to the South.

5. Air Operations

Bagram Approach Control will provide an Approach Control Service. All arrivals and departures from KAIA shall contact BAGRAM APPROACH on frequencies 133.350 or 379.300.

Kabul Control Tower will provide ATC clearances and, when time and duties permit, traffic information within Kabul CTR. All aircraft arriving and departing from KAIA shall establish two-way radio communications with KABUL TOWER on frequencies 118.100 or 284.275.

All departing aircraft shall contact KABUL GROUND prior to start up on frequency 120.300 in order to pass and get all the necessary information and clearance for start up.

5.1. Aircraft priorities in Kabul CTR

The ATC will serve the aircraft as the manner of “First come first serve”, but they can differ if the situation is required to make the traffic flow more expeditious.

The aircraft in emergency have priorities of overall traffic

The QRF aircraft have priorities of overall traffic

The MEDEVEC, CASEVEC, EVEC, ambulance aircraft have priorities

VVIP and related aircraft have priorities

Fixwing aircraft has priorities over rotating aircraft

Arrival traffic have priorities over departing traffic

5.2. IFR Arrivals and Departures

There are IFR arrivals or departures at Kabul Airfield might be authorized only on pilot request. The aircraft are authorized IFR, shall fallow the procedures concerning KAIA published on RAMCC web page. All other flights are to be conducted under VFR according to the requirements described in paragraph 3.1.

5.3. VFR Arrivals

All arriving aircraft shall contact KABUL TOWER at least 10 minutes prior to entering Kabul CTR. If no contact is made with ATC 10 minutes before the CTR, the pilot is to discontinue the approach and either, at pilot’s discretion, remain outside the CTR and continue to attempt to contact ATC or, divert to alternate airfield. If diverting is not possible due to insufficient fuel state, declare an emergency and apply loss of communication procedure (see Radio Failure Procedures in paragraph 3.1.12.).

Bagram Approach Control shall transfer control of aircraft penetrating Kabul airspace to Kabul Control Tower prior to that aircraft entering the Kabul CTR.

Establishing two-way communications with KABUL TOWER, aircraft are required to pass to ATC:

- Callsign (adding Heavy if applicable)
- Position (distance and direction from the airfield)
- Altitude (maintaining, passing or descending to)
- ETA
- POB
- Requested arrival procedure

KABUL TOWER will pass to the aircraft:

- Runway in use
- Weather information
- QNH
- Clearance for requested procedure or instructions to follow
- Traffic information
- Next reporting point (if required)

Note: According to Reference G, arriving aircraft may be provided with part of the above information by BAGRAM APPROACH.

Aircraft are expected to:

- Contact KABUL TOWER to gain clearance to enter the CTR. If the attempt to contact ATC is unsuccessful, the aircraft shall remain clear of the CTR using own navigation and re-contact Bagram Approach. If unable to contact Bagram Approach, aircraft are to divert to their designated alternate aerodrome.
- Position themselves visually for the runway in use as directed by ATC. This may require joining Straight-in, Overhead, Downwind or Base leg at the discretion of ATC.
- Report position and altitude to KABUL TOWER as directed by ATC.
- Maintain terrain clearance and traffic separation at all times.
- Report position on FINAL and confirm that the landing gear is down and locked.
- Land only after getting an unambiguous clearance for landing. Subject to runway availability, ATC will issue a clearance to land. Aircraft must not land without a clearance to land. If a clearance to land has not been received by 1NM, the aircraft shall overshoot, request to re-join visually, or divert. Pilots shall adhere to instructions given by ATC.
- Once the aircraft has landed, inform ATC immediately when they have vacated the runway and conform to ATC taxiing instructions.
- Inform ATC when they have the “Follow-Me”/marshaller in sight.

5.4. VFR Departures

All departing aircraft shall contact KABUL GROUND (TOWER) at least 10 minutes prior to departure in order to obtain a revised slot time if necessary.

Establishing two-way communications with KABUL GROUND, aircraft are required to pass to ATC:

- Callsign (adding Heavy if applicable)
- Aircraft type (if it is not known)
- Parking position (ramp or taxiway intersection)
- Destination (or Tactical if it is a military mission)
- Requested final altitude
- POB
- Requested climb-out procedure and direction to leave the CTR
- Requested revised slot time (if cannot conform to the issued slot time)
- Request for start-up

Note: Aircraft captains requesting a revised slot time should be aware of that it takes time for ATC to get a revised slot from RAMCC or AMCC, and that the requested revised slot time might not be approved. Civilian aircraft must be aware that any request for revised slot times, particularly in the late afternoon, may not be approved as civilian aircraft must leave the Afghan FIR before sunset.

KABUL GROUND will pass to the aircraft:

- Runway in use
- Weather information
- QNH
- Clearance for start-up (when slot time confirmed). Prior to giving start-up clearance, ATC shall confirm with CATO there are not any cargo, equipment and people behind the heavy military cargo aircraft.
- Additional useful information (Ranges, ROZs, EOD areas, UAVs)

Aircraft are expected to:

- Request permission for engine start up from the ATC.
- Obtain approval for taxiing from ATC prior to commencing taxi.
- Enter the runway only after getting an unambiguous clearance for entering. Aircraft must not enter the runway without a clearance. ATC must be advised when the aircraft is ready for departure.
- Commence the take-off run after getting an unambiguous clearance for take-off only.
- Report position and altitude as directed by ATC.
- Inform ATC when they leave the CTR and seek approval for frequency change.

Kabul Control Tower shall transfer control of aircraft leaving Kabul's airspace of responsibility prior to that aircraft exiting Kabul CTR. Aircraft will be restricted 12000' MSL until contact with Bagram Approach Control has been established.

Aircraft who fail to depart within their pre-allocated slot (-30/+30 minutes compared to the assigned time) will be refused permission to depart from KAIA and directed to obtain a revised slot for their flight. Civilian aircraft that fail to depart within their latest slot for that day, considering their planned route within Kabul FIR, will be refused permission to depart from KAIA and they will remain overnight at KAIA.

5.5. SVFR Procedures

5.5.1 RW aircraft and UAV operations

a) The RW aircraft and UAV are allowed to operate at the same time with FW aircraft within Kabul CTR, when they are operating at or below 500' AGL and below and when clear of approach and departure corridors (Annex K).
b) RW aircraft are allowed to use the approach and departure corridors (Annex K) for departure, arrival and crossing, but they shall clear the departure corridor when a departure aircraft begin its take-off roll, or they shall clear the arrival corridor when an arrival reports being in the final phase (Base, 5 mile final, break) of the approach.
c) UAVs are allowed to operate outside 5NM radius from KAIA at any time being at or below 8000' MSL when the altitudes, given by UAV to ATC, are expressed in 'feet above MSL'.
d) If UAVs want to operate at higher altitudes or within the 5NM radius of KAIA, prior permission from ATC shall be requested.
e) ATC is allowed to limit the operations of the UAVs at any time when the situation dictates such a limitation.
f) The ATC shall limit or deny the clearance for any UAV operation, if RW QRF, CASEVEC, MEDEVEC, EVEC operations take place in proximity of the UAV flight zone.
g) The ATC shall give UAV traffic information to all other aircraft operating in proximity of UAV and will pass information to the UAV liaison officer about traffic impacting the UAV operations.

5.5.2 FW aircraft operations

a) The ATC if circumstances are permit, in order to increase the FW aircraft expeditious an safe traffic flow in Kabul CTR, might differ from the rules of "one aircraft in the CTR" using the "SVFR rules for operation of FW aircraft" (Annex J).
b) The "SVFR rules for operation of FW aircraft" (Annex J) are only to be implemented on ATC decision shall keep flight safety in focus.
c) The ATC shall use their best judgment to decide if the "SVFR rules for operation of FW aircraft" (Annex J) are recommended for implementation or not as the situation is developing.
d) The ATC can convert back to the rules of "one aircraft in the CTR" at any time if the situation is requiring so.
e) The "SVFR rules for operation of FW aircraft" (Annex J) are a tool/aid for ATC to handle traffic in SVFR conditions. It is impossible to identify every possible situation and, also, the different abilities, capabilities, and experiences of the different ATC-controllers require a tailored approach of the implementation of the SVFR-procedures.

5.6. Emergency Procedures

In case of aircraft emergency refer to reference E. Pilots are expected to declare emergencies according to ICAO rules and advise ATC of the type of emergency, intentions of the pilot, requested assistance after landing, number of persons on board (POB), weapons, ammunition and hazardous/dangerous cargo (if any). Aircraft in emergency will be provided priority according to international aeronautical rules.

The ATC shall relay information about every reported and suspected emergency to related offices via TETRAPOL or CRESHNET accordance with Annex H.

In case of emergency landings or take-offs the ATC shall close the airport and shall clear of the maneuvering area for other aircraft and vehicles (not involved to assist in emergency) till the emergency termination has been reported by the crewmembers in the air, or by FSO on the ground.

5.7. UAV Operations

Operations of Unmanned Aerial Vehicles (UAV) are carried out within the ISAF AOR and the Kabul CTR. Kabul ATC tower will provide aircraft with information regarding the operating area, altitudes, and times of operation. Exact position reports of UAVs should not be expected.

ABBREVIATIONS

ACA	Airspace Control Authority
AIP	Aeronautical Information Publication
AIS	Aeronautical Information Service
AMCC	Allied Movement Co-ordination Center
AOR	Area of Responsibility
ASCC	Airspace Co-ordination Center
ATC	Air Traffic Control
CFACC	Combined Forces Air Component Commander
CJTF	Combined Joint Task Force
COM	Commander
CTR	Control Zone
DCOM	Deputy Commander
EOD	Explosive Ordnance Disposal
FIC	Flight Information Center
FIR	Flight Information Region
HQ	Headquarter
ICAO	International Civil Aviation Organization
ISAF	International Security Assistance Force
GoA	Government of Afghanistan
KAIA	Kabul International Airport
LOA	Letter of Agreement
LOP	Local Operating Procedures
AMCC	Allied Movement Coordination Centre
MoT	Ministry of Transportation
MOU	Memorandum of Understanding
MSL	Mean Sea Level
MTA	Military Technical Agreement
NOTAM	Notice to Airmen
OPS	Operations
RAMCC	Regional Air Movement Co-ordination Center
ROE	Rules of Engagement
ROZ	Restricted Overflight Zone
TCN	Troop Contributing Nation
UAV	Unmanned Aerial Vehicle
UTC	Co-ordinated Universal Time
UXO	Unexploded Ordnance

CONTACTS

Regional Air Movement Coordination Center (RAMCC)
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